

COLONEL BIDDLE DEMANDS ANSWER

Question of Improving Car Service to Tenleytown.

PROMISE OF THE COMPANY

Vice President Fails to Reply to Commissioner's Letter and Gets a Second One.

Engineer Commissioner Biddle is determined to do everything in his power to procure a better service for the public on the Tenleytown street railway.

This is shown by his recommendation that the Washington Railway and Electric Company "be again communicated with" so that the Commissioners of the District may obtain from the company some idea of how well the railway is living up to the promises of improved service made some weeks ago by the secretary, James R. Lackey.

Ten days ago Colonel Biddle sent to General Harries, vice president of the company, a letter asking "just what is to be done" in improving the service on the Georgetown and Tenleytown Railway. The communication, which was the result of a public hearing before the Commissioners at which citizens strongly protested against the service, has been completely ignored.

Terms of the Charter.

The charter of the road in question provides that the schedule on which the cars are run must be approved by the District Commissioners. Although there is no penalty clause attached to this provision, it is a fact that the charter of the company can be revoked by Congress whenever it is proven to that body that the company is not fulfilling its duty to the public. Such action might be taken, it has been pointed out, if the road persistently refuses to pay to the Board of Commissioners that respect which is due the governing power of the District.

Secretary Lackey, at the hearing referred to, promised the Commissioners that the service should be improved, thus admitting that it needed correction. It is understood that, with the exception of one change in the schedule, nothing has been done to better the service.

Should Go to Board.

Whatever improvement has been made, however, should, according to the law, be sanctioned by the formal approval of the District Commissioners. But such is not yet the case.

Colonel Biddle's letter has been on General Harries' desk several days. Another will be there soon. If the second is ignored as the first has been, Colonel Biddle will doubtless call the road's attention to the neglect more emphatically. He is determined to see to it that the letter of the law shall be complied with.

It is pointed out that it is an unusual thing for individuals or corporations to pay no attention to official communications from the District Commissioners.

Railway and Trolley Fight in Connecticut

Electric Line Made 36 Miles in 3 1-2 Hours and Thrifty Yankees Deserted Faster Route to Save 43 Cents.

WATERBURY, Conn., July 23.—The Connecticut River division of the Boston and Maine Railroad is trying to meet the competition of the trolleys between Springfield and Greenfield by reducing fares so that they are practically the same.

The distance between the two places is thirty-six miles, and there are two large places, Holyoke and Northampton, on the line. It would hardly be supposed that people would travel by trolley a distance of thirty-six miles, taking three and one-half hours, for the sake of saving 43 cents, which used to be the difference in fares from Springfield to Greenfield on the two lines, but enough have done so to drive the steam company to extreme efforts to recover.

The effect of meeting the rates of the trolley companies has already been seen, for in June the railroad company carried 27,202 more passengers than in June of last year.

COURT FINES PRISONER BEATEN BY POLICE

A penalty of \$30 fine or ninety days in jail was imposed upon James Leonard in the Police Court yesterday for assaulting Policeman Mahaney, of the Sixth precinct station. Philip Gaskins, charged with assaulting Leonard, forfeited \$10 when his name was called.

According to the testimony of the police, Gaskins and Leonard were fighting Friday night when arrested. Leonard is said to have resisted arrest. Mahaney subdued him and removed him to the station. There Leonard objected to being searched. It is said, and struck Policeman Sylvester Murphy. A blow on the head with a baton resulted and Leonard was taken to the Casualty Hospital to have a severe scalp wound dressed.

He was released on \$10 collateral, went to court this morning to fight the case and was fined three times as much money as he had up for his appearance in the Police Court.

SHERMAN'S WIDOW WILL GET \$40 PENSION

Honora Sherman, widow of the late John Sherman, ex-battalion chief of the Fire Department, has been granted a pension of \$40 per month by the District Commissioners.

In recommending the pension, Chief Belt, of the Fire Department, said Sherman had served the department faithfully for twenty-five years, and had died of a disease contracted in the line of regular fire duty. He pointed out that Mrs. Sherman's only means of support will be the pension granted her by the District.

There was some special traveling during this last month to account for some of the increase, but the actual normal increase of travel due to reduction in rate was large.

It remains to be determined whether the railroad company can afford it; that is, whether travel will increase enough to make up for reduced rates. But it is clear already that the trolley company will lose a great deal of its income. The railroad company is only getting back the year before trolley connection was made between Holyoke and Springfield, the sale of tickets for travel between these two places on the steam road amounted to \$22,000 and dropped the next year, after the trolley was opened, to \$13,000.

The managers of both trolley and steam roads are watching this experiment with a good deal of interest to see whether it is practical for the steam roads to meet the trolley rates.

WASHINGTON WORSE THAN PHILADELPHIA

No matter how incredible it may seem and no matter how it may jar on the pride of the Washingtonian, the conversation related below actually took place. Yet more, it was in the garish circle of the ballroom lights at Glen Echo, while the band played and the longing bystander stood gazing angrily at the sign, "Ten Cents Admission to the Dancing Pavilion."

"I came over from Philadelphia," said the young, bored looking man, "and you can form no idea of how dead Washington seems. It quite took my breath away. Not a sound, you know; streets deserted, no people, no entertainments, no noise at all."

"From Philadelphia?" queried the one addressed. "Things are pretty dead over there, I understand."

"It's a Paris compared to this hole," said the stranger, and moved off with a hopeless stoop in his shoulders.

BRENNAN COMPANY FILES A MORTGAGE

The Brennan Construction Company yesterday placed on record a mortgage, pledging all its property, rights and franchises, to Joseph H. Bradley and O. Perry Johnson, to secure them in the payment of the sum of \$70,000 in 140 gold bonds of \$500 each.

The loan is made for the purpose of paying certain incumbrances on the company's real estate, retiring certain floating indebtedness and to carry on its business.

FRESH AIR TENT FOR CONSUMPTIVES

Erected at the Washington Asylum Hospital.

DONATED BY HENRY PHIPPS

Associated Charities Committee Inspects and Approves Tent as Complete.

The fresh air treatment for consumptives has at last gained a foothold in the District of Columbia.

The newly completed tent for such a treatment of the disease at the Washington Asylum was inspected last Thursday by the Associated Charities' committee on the prevention of consumption. It was pronounced thoroughly satisfactory.

This was the first tent erected out of the fund of \$1,000 for the purpose donated by Henry Phipps, of New York. Yesterday General Sternberg reported that Mr. Phipps had added \$500 to the original donation.

Live and Sleep Outdoors.

In April last a tent for the same purpose was erected at the Washington Asylum through a special contribution. Each of the tents costs \$140, and is planned so as to give the consumptive patients outdoor air all the time. The patients live and sleep in them until cured.

The first tent erected has already demonstrated the practical beneficence of this plan of treatment. Although all patients accommodated in the first tent were already in the advanced stages of their disease, one of them gained six pounds in ten days and another lost every trace of his disease and was dismissed in vigorous condition.

Those members of the consumption committee present at the Thursday inspection were Dr. William C. Woodward, chairman; Gen. George M. Sternberg, vice chairman; Dr. Murray C. Motter, Mrs. Mary V. Manning, E. H. Hunter, W. S. Dugfield, Dr. D. Percy Hickling, William F. Gode, the Rev. D. E. Wiseman, and Charles F. Weller. In addition, Mr. and Mrs. Louis Zinkhan, Miss Francis, and Mr. Ladd were present, representing the official staff of the Washington Asylum.

For a Third Tent.

Dr. Hickling reported that Dr. William C. Rives had donated \$200 for the erection of a third tuberculosis tent. The committee then instructed the chairman, Dr. Woodward, to appoint a special committee to prepare plans for the construction of a special hospital or camp for the treatment of consumptives.

It was suggested that the best plan would be to secure a large suburban tract for the camp, a plot of ground similar to that now allowed by the District for Camp Good Will, where the poor children are given summer outings.

Rockefeller Won't Buy Negro's Strip of Land

Oil Man and Everson Own Whole Slope in Buttermilk Range, But Latter Wants Fancy Prices for Holdings.

TARRYTOWN, N. Y., July 23.—Even though it justifies him in the proud boast that "I and Mistah Rockefeller, suh, are the only property owners in this heah diggin's," "Bill" Everson, a negro, who owns a tiny strip of land on one of the steepest hillsides in the Buttermilk Range, near this place, deeply regrets that so far he has been unable to get rid of his little patch of ground to John D. Rockefeller at his own figure, which is \$1,200.

The hillside that Mr. Rockefeller and Everson own between them is the slope of a green-clad eminence higher than any of the hills in the Buttermilk Range, and capped by a peak on which the United States Government has erected a pole with a sign indicating that it is the highest point in Westchester county.

Skirts the Hudson.

The Buttermilk Range skirts the Hudson, and is situated about a mile and a half away from Mr. Rockefeller's estate on the Pocantico Hills, near this town. He holds title to four or five of the tallest peaks in the range, and when Mr. Rockefeller began to develop the magnificent thirty-mile system of drives and commenced to lay out a road between his manor and the Buttermilk Range real estate prices began to soar.

One day when the Standard Oil magnate bought thirty-eight acres of land belonging to Emmanuel Yerkes, a poor farmer, and adjoining the perpendicular patch of "Bill" Everson's, the colored man thought he saw a fortune coming his way.

"Bill" then betook himself to a local real estate man who on several occasions has acted as a broker for Mr. Rockefeller, and told him that for \$1,200 Mr. Rockefeller might become sole proprietor of that hillside.

Price Too High.

When the broker brought this piece of information to Mr. Hemmingway, superintendent of Mr. Rockefeller's Pocantico Hills estate, his answer was a laugh. Then he explained that in acquiring the Yerkes property Mr. Rockefeller also had acquired the right of way across the negro's little strip of land, and that this was the only purpose for which Mr. Rockefeller ever would want it.

"We have altogether abandoned the idea of carrying a drive through the Everson patch, although we already have the right to do so," he said. "We bought the Yerkes estate, which was thirty-eight acres, for \$2,500, and if Everson would offer his property at the same rate we might buy it as a kindness to him."

U. S. RESERVATION TURNED OVER TO THE DISTRICT

The United States reservation, between Eighth, K, and Ninth Streets, and Virginia Avenue southeast, has been turned over to the District Commissioners by the Chief of Engineers, U. S. A., to be used as a site for the new engine house for the Fire Department to be located in the Southeast section of the city.

The engine house will cost \$23,000, according to the act of Congress authorizing its location and construction on the United States reservation. Plans for the structure will be prepared as soon as possible by the Engineer Department.

DISTRICT WILL PAY TINNERS \$3.50 A DAY

By an order of the District Commissioners the tanners employed in the District repair shop will hereafter be paid \$3.50 per day, regular wages.

This is the result of a notification a week ago from the Council of Allied Building Trades, of the Central Labor Union, that other employers in the District pay their men \$3.50 per day.

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TEARING DOWN OLD HOME OF COLUMBIA BOAT CLUB

The old Columbia Boat Club house, at the foot of Thirty-second Street, is being torn away. The District wharves committee has announced that no permit will be issued for the erection of a new building on that site.

The space will be reserved for the use of the public.

DISTRICT RENTS WHARF IT OWNS

Needed to Unload Materials for Pump Station.

LEASED TO ICE COMPANY

Government Waives No Rights of Control in Becoming Tenant for Limited Period.

Without waiving its contention that all the wharfrage in the District is under the exclusive control and management of the local government, the District government has agreed to enter into a contract with the American Ice Company, leasing from that corporation the wharfrage at the foot of Third Street southeast, at an annual rental of \$600, payable monthly.

The circumstance is peculiar, in that for the past several weeks the Government has been leasing to various men and companies all the wharves along the river front.

The order was yesterday reversed and the District leased this wharf from a corporation. In other words, this wharf, instead of being a source of revenue to the District and the United States Government, is an expense.

The reason for the lease is that the local government needs the wharf for unloading materials in the work on the sewage pumping station.

Waives No Rights.

In agreeing to lease the property from the ice company, the Commissioners, according to Engineer Commissioner Biddle's recommendation, say the District "does not thereby waive any rights it may have in and to said property." The wharf and buildings of the American Ice Company have been located at the foot of Third Street southeast for a number of years, and the question as to whether they are legally located has not been determined.

"The status of the wharf frontage on the Eastern Branch, or Anacostia River, has never been judicially determined, as has been done in the case of the frontage along the Potomac River."

The District wharf committee, consisting of Daniel E. Gargan, William Tindall, and W. J. Douglas, has recommended to the District Commissioners that this matter be brought to the attention of Congress during the next session. In the meantime, the District is paying rent for property that may be its own legal property.

Boston and Return Account G. A. R.

B. & O. R. R. will sell tickets August 13 to 15, valid for return until August 23, and may be extended to September 30. Royal Blue Line to New York, thence Fall River Line or Providence Line; returning same route, \$2. Royal Blue Line to New York, thence rail, \$11.75.

415-417 7th St. **MAYER & CO.** 415-417 7th St.

This Quarter-Off Sale of Standard

REFRIGERATORS

Bowen

New Progress

Lenox

Our Guarantee:

Money Back If Not Satisfactory

REFRIGERATORS are bundlesome stock—especially when they're shown in practically unlimited variety. That's the cause of this saving to you. We want to bid adieu to every Refrigerator in our establishment, therefore, without regard to actual value—we've gone right through the lines and taken one-fourth off the marked price. Think it over!

Here's your opportunity to buy a first-class refrigerator, constructed on scientific and sanitary principles, at a bargain price.

The Bowen, New Progress, and Lenox are built of the best Wisconsin ash; are lined throughout with galvanized iron, every part is removable for cleaning, are perfect in drainage, free from dampness, and produce a cold, pure, dry air circulation with the minimum ice consumption.

Bowen Refrigerators

No.	Width	Depth	Height	Ice Capacity	Regular Price	Sale Price
200	24 in.	16 in.	39 in.	40 lbs.	\$14.00	\$10.34
201	26 in.	17 in.	41 in.	50 lbs.	\$16.00	\$12.00
202	28 in.	18 in.	43 in.	65 lbs.	\$19.00	\$14.25
203	30 in.	19 in.	45 in.	80 lbs.	\$22.00	\$16.50

New Progress Refrigerators

No.	Width	Depth	Height	Ice Capacity	Regular Price	Sale Price
501	24 in.	16 in.	39 in.	50 lbs.	\$12.00	\$9.00
503	28 in.	18 in.	43 in.	75 lbs.	\$16.00	\$12.00
504	30 in.	19 in.	45 in.	90 lbs.	\$18.00	\$13.50

Lenox Refrigerators

No.	Width	Depth	Height	Ice Capacity	Regular Price	Sale Price
1	24 in.	16 in.	39 in.	45 lbs.	\$9.00	\$6.75
2	26 in.	17 in.	41 in.	60 lbs.	\$12.00	\$9.00
3	28 in.	18 in.	43 in.	75 lbs.	\$14.00	\$10.50
4	30 in.	19 in.	45 in.	90 lbs.	\$16.00	\$12.00

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